

U. S. LEADS WORLD IN NEW TONNAGE

U. S. HAS 15 OF 72 SHIPS NOW ON OCEAN LANES

Lloyd's Register Makes Compilation Based on Age and Effectiveness.

The American merchant marine has the largest percentage of new ships and nearly the smallest of old ships according to a compilation by Lloyd's Register of Shipping, which has, for the first time, analyzed world shipping according to age and effectiveness.

The percentage of the total tonnage now in existence for each five years of age is as follows:

Age	U. S.	Great Britain	Germany	France	Japan	Italy	Sweden	Belgium	Spain	Poland	U. S. S. R.	Others
Under 5 years old	40.8	35.2	28.5	25.1	18.7	15.3	12.9	10.5	8.1	6.7	5.2	4.8
5 to 10 years old	35.2	30.1	25.4	22.8	16.5	13.2	10.8	8.4	6.0	4.6	3.1	2.7
10 to 15 years old	18.7	15.3	12.9	10.5	8.1	6.7	5.2	4.8	3.1	2.7	1.5	1.2
15 to 20 years old	12.9	10.5	8.1	6.7	5.2	4.8	3.1	2.7	1.5	1.2	0.8	0.6
20 to 25 years old	8.1	6.7	5.2	4.8	3.1	2.7	1.5	1.2	0.8	0.6	0.4	0.3
25 years and over	4.8	3.1	2.7	1.5	1.2	0.8	0.6	0.4	0.3	0.2	0.1	0.1

In view of the fact that the average life of a steamer is approximately eighteen years, those ships of twenty-five years and over may generally be regarded as ineffective from the point of view of world competition, and those under twenty-five years are grouped as follows in the percentage of obsolete or obsolescent tonnage:

Age	U. S.	Great Britain	Germany	France	Japan	Italy	Sweden	Belgium	Spain	Poland	U. S. S. R.	Others
Under 5 years old	40.8	35.2	28.5	25.1	18.7	15.3	12.9	10.5	8.1	6.7	5.2	4.8
5 to 10 years old	35.2	30.1	25.4	22.8	16.5	13.2	10.8	8.4	6.0	4.6	3.1	2.7
10 to 15 years old	18.7	15.3	12.9	10.5	8.1	6.7	5.2	4.8	3.1	2.7	1.5	1.2
15 to 20 years old	12.9	10.5	8.1	6.7	5.2	4.8	3.1	2.7	1.5	1.2	0.8	0.6
20 to 25 years old	8.1	6.7	5.2	4.8	3.1	2.7	1.5	1.2	0.8	0.6	0.4	0.3
25 years and over	4.8	3.1	2.7	1.5	1.2	0.8	0.6	0.4	0.3	0.2	0.1	0.1

CASUALTY FIRMS OPPOSE MARINE RISK EXTENSION

Sea insurers at Convention Object to Uniform Law.

Considerable opposition to the proposed uniform marine insurance law sponsored by the American Institute of Marine Underwriters was voiced at a two day special meeting of the marine committee of the National Convention of Insurance Commissioners, which ended yesterday at the Hotel Astor. The committee decided to ask the objectors to the suggestions for changes in writing with foreign companies, which are now being considered by the committee, to the National Convention of Insurance of New York.

Casualty insurance companies took exception to the proposed extension of the scope of marine insurance, declaring it meant an encroachment on the field covered by casualty underwriters. The section imposing a tax of one per cent on the premium placed with foreign non-admitted insurers was protested by brokers and Ira A. Campbell, counsel to the American Steamship Owners' Association.

Fire insurance companies entered an objection to the section which opens the market here to the Lloyds, London underwriters, without restricting them to the requirements imposed on American side, and it is inferred that the stock of the Kronland will be disposed of on her next eastward trip.

Key to Chart of Steamships Crossing the Atlantic

POSITIONS SHOWN AS AT NOON TO-DAY.

LETTERS DENOTE LONGITUDINAL SECTIONS IN WHICH STEAMSHIPS ARE LOCATED.

Letter	Name	Line	For
Q 1	Tunisland	Canadian Pacific	Glasgow from Montreal
J 3	Melita	Canadian Pacific	Southampton and Antwerp from Montreal
F 5	Victorian	Canadian Pacific	Liverpool from Montreal
Q 7	America	United States	Plymouth, Cherbourg and Bremen
G 9	Pres. Arthur	United States	Bremen
D 11	Pres. Roosevelt	United States	Plymouth, Cherbourg and Bremen
J 13	Pres. Polk	United States	Queenstown, Plymouth, Cherbourg and London
R 15	Pres. Van Buren	United States	Queenstown, Plymouth, Cherbourg and London
G 17	Mount Carroll	United American	Hamburg
H 19	Carmania	Cunard	Queenstown and Liverpool
F 21	Berengaria	Cunard	Cherbourg and Queenstown
T 23	Mongolia	American	Hamburg
H 25	Minnehaha	American	Hamburg
Q 27	Cedric	White Star	Queenstown and Liverpool
D 29	Adriatic	White Star	Queenstown and Liverpool
E 31	Olympic	White Star	Cherbourg and Southampton
O 33	Gothland	Red Star	Southampton
D 35	Finland	Red Star	Plymouth, Cherbourg and Antwerp
D 37	Orbita	Royal Mail Steam Packet	Cherbourg, Southampton and Antwerp
Q 39	Cameronia	Anchor	Glasgow
D 41	Columbia	Anchor	Glasgow
D 43	Bergensfjord	Norwegian-American	Bergen
G 45	Hellig Olav	Scandinavian-American	Copenhagen
T 47	United States	Scandinavian-American	Copenhagen
D 49	Stockholm	Swedish-American	Göteborg
P 51	Ryndam	Holland-American	Plymouth, Boulogne and Rotterdam
D 53	La Lorraine	French	Havre
J 55	La Touraine	French	Havre
R 57	Chicago	French	Havre
Q 59	Wuerttemberg	Hamburg-American	Hamburg
H 61	Hannover	North German Lloyd	Bremen
T 63	Estonia	Baltic American	Danzig and Libau
T 65	Giulio Cesare	Navigazione Generale Italiana	Naples and Genoa
L 67	Dante Alighieri	Transatlantica Italiana	Naples and Genoa
J 73	Constantinople	National Greek	Piraeus
P 75	Themistocles	National Greek	Piraeus
P 77	Britannia	Fabre	Azores, Lisbon and Madeira
S 79	Roma	Fabre	Marseilles

Despite Prohibition Stars and Stripes Display on Seas Formidable.

An unusually large fleet of seventy-two liners appears on the chart to-day, thirty-eight headed for Europe and thirty-four bound for North America. Five Canadian Pacific liners are in the marine parade, including the Tunisland (Q-1), from Montreal for Glasgow, and the Minnedosa (N-2), from Antwerp and Southampton for Montreal. Inasmuch as these ships carry many Americans, particularly from the West, they will appear on future charts.

Whatever the final effect on the American merchant marine the enforcement of prohibition on the Atlantic may be, the present display there of the Stars and Stripes should be gratifying to the patriots. Fifteen American ships are shown, among them being the finest two in commission, the George Washington (M-6), bound for Bremen, Southampton and Cherbourg, and the America (Q-7), nearing Plymouth on her way to Cherbourg and Bremen. Both are operated by the United States Lines.

Two veteran Americans, the Red Star liners Kronland (O-26), from Antwerp, Southampton and Cherbourg, and Finland (D-35), which sailed yesterday for Plymouth, Cherbourg and Antwerp, will not be long of dropping in the immediate future, but will have no liquor aboard. The order has gone forth from the International Mercantile Marine that all the Finland's stock of liquor shall be sold when she arrives on the other side, and it is inferred that the stock of the Kronland will be disposed of on her next eastward trip.

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N 2	Minnedosa	Canadian Pacific	Antwerp and Southampton for Montreal
O 4	Montclare	Canadian Pacific	Liverpool for Montreal
M 6	G. Washington	United States	Bremen, Southampton and Cherbourg
G 8	Pres. Monroe	United States	London, Cherbourg and Queenstown
R 10	Pres. Adams	United States	London, Cherbourg and Queenstown
F 12	Mount Clinton	United American	Hamburg
P 14	Aquitania	Cunard	Southampton and Liverpool
N 16	Scythia	Cunard	Liverpool and Queenstown
C 16 1/2	Assyria	Cunard	Glasgow
C 18	Celtic	White Star	Liverpool and Queenstown
Q 20	Baltic	White Star	Liverpool and Queenstown
J 22	Homer	White Star	Southampton and Cherbourg
D 28	Kronland	Red Star	Antwerp, Southampton and Cherbourg
O 26	Ordnans	Royal Mail Steam Packet	Hamburg, Southampton and Antwerp
P 30	Tuscania	Anchor	Glasgow
R 32	Stavangerfjord	Norwegian-American	Bergen
D 34	Frederik VIII	Scandinavian-American	Copenhagen
Q 36	Oscar II	Scandinavian-American	Copenhagen
P 38	Drottningholm	Swedish-American	Göteborg
L 40	Noordam	Holland-American	Rotterdam
D 42	La Savoie	French	Boulogne and Plymouth
K 44	Roussillon	French	Havre
Q 46	Lafayette	French	Havre
P 48	Bayern	Hamburg-American	Hamburg
S 52	Polonia	Baltic American	Danzig and Libau
T 54	America	Navigazione Generale Italiana	Genoa and Naples
H 56	Giuseppe Verdi	Transatlantica Italiana	Genoa and Naples
W 58	Acropolis	American Black Sea	Constantinople
C 60	Presidente Wilson	Cosulich	Trieste and Piraeus
S 62	Argentina	Cosulich	Trieste and Piraeus
V 64	King Alexander	National Greek	Piraeus
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